

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 41, No. 12 December 1991

1992 Aircraft Registration

By: Fred Hasskamp
Chief Safety and Education Bureau

All Montana aircraft owners should have received a bill for their 1992 annual aircraft registration during the middle of December.

Montana Law, Section 67-3-201, MCA, requires that: "A Montana resident who owns or purchases an aircraft (including ultralights) and who customarily keeps that aircraft in the state must register it with the Montana Aeronautics Division within 30 days of acquisition and renew the registration by March 1 each year. Aircraft brought into the state to engage in commercial operations must be registered prior to commencing such operations".

A second billing will be sent out during the first part of February to those aircraft owners of record who have not registered their aircraft. In all cases we must account for each and every aircraft listed as being Montana owned or based in Montana.

It is important to note that unflyable, uncompleted homebuilts, damaged or even destroyed aircraft (you may own only the paperwork for that aircraft) must be accounted for each year. Upon carefully reading the bill you receive you will note that there is no fee charged for an "unflyable" aircraft, dealer inventory aircraft, or if your aircraft was sold. You must indicate the status of each aircraft and certify that the described aircraft information, as corrected by yourself where necessary, is true and correct.

Each bill must then be sent to the Montana Aeronautics Division for processing. This procedure applies to all aircraft listed as being owned by you.

A 1992 Aircraft Registration decal will be issued for each flyable aircraft. It is important that the decal be affixed to the aircraft (left-aft) as directed on the back of the decal. As mentioned earlier all aircraft must be accounted for and properly registered each year. Previous problems (not pleasant to have to deal with) with aircraft owners for the most part, involved aircraft which were not properly registered with the FAA.

It is VERY IMPORTANT to properly register or if sold, DE-REGISTER that aircraft with the FAA Aircraft Registry (no one would consider leaving an automobile in your name even though sold to someone else for obvious reasons - liability). When you

sell an aircraft always sign your registration certificate and indicate to whom the aircraft was sold and mail to the FAA Aircraft Registry before turning the aircraft over to its new owner.

For the new owner, the FAA requires that before flying the newly acquired aircraft, an Aircraft Registration Application form, evidence of ownership (bill of sale) and a recording fee are to be submitted (mailed). The pink copy of the aircraft registration application is to be displayed in the aircraft until the permanent registration certificate is received.

If you have any questions concerning aircraft registration, either state or federal, we will be happy to answer them for you. ♦

AIRCRAFT REGISTRATION FEE SCHEDULE

	0-5 Years	0-6 Years	11-20 Years	21-30 Years	31-40 Years
Single engine, fixed gear, 200 HP & under	300	175	100	50	25
Single engine, fixed gear, over 200 HP	500	250	150	75	50
Single engine, retractable gear, 200 HP & under	600	300	175	100	75
Single engine, retractable gear, over 200 HP	700	400	200	125	100
Multi-engine, piston	800	500	250	175	150
Helicopter, piston	700	450	225	150	125
Single engine jet helicopter, prop jet	1,500	700	450	300	175
Multi-engine jet helicopter, prop jet	2,000	1,000	600	400	200
Jet engine-no propeller	3,000	1,500	800	500	250

Glider, ultralight, gyrocopter, balloon, homebuilt aircraft, antiques or any aircraft over 40 years old-\$20.

Administrator's column

Force Down Proposal Modified: The U.S. House/Senate Conference Committee have agreed on language in the Omnibus Crime Bill which will require "REASONABLE SUSPICION" before allowing law enforcement agencies to force civilian aircraft to land. The House had previously passed the bill with the "reasonable suspicion" provision and then it had to go into the House/Senate Conference Committee to iron out the differences. At this time, the revised version has not passed the Senate and they are on recess until January 1992. As you know, I have written several articles about the "SHOOT DOWN" proposals which have surfaced in our U.S. Congress several times and thankfully have not gained sufficient support to be passed into law. If the "reasonable suspicion" becomes law, then our law enforcement people will have standardized guidelines to help them determine if there is adequate justification to force an intercepted aircraft to land for inspection. We are all vehemently against drug smuggling and must do everything in our power to assist our law enforcement people in apprehending violators. However, we are also very concerned about aviation safety and proposals to shoot down aircraft "SUSPECTED" of illegal drug hauling is simply not the answer to combating the drug problem in this country.

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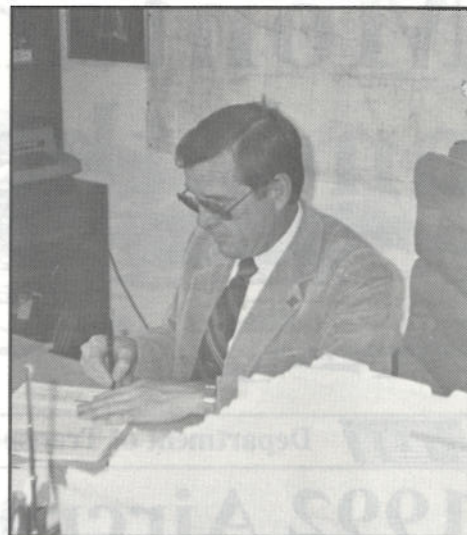
FAA Civil Penalty Program Review: Because of industry outcries of abuse by the FAA in administering its Civil Penalty Program, Congress has directed the Administrative Conference of the United States (ACUS) to conduct a study of the program and report back its findings. ACUS has completed its study and will soon present it to Congress for review and consideration in determining whether the FAA should be allowed to continue this program. Although the final report has not been released it is common knowledge that ACUS has recommended that the program be continued. If you have strong feelings about the FAA being allowed to continue its Civil Penalty Program, you should contact the Montana Congressional Delegation.

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Aging Aircraft Inspections: I'm sure that many pilots and aircraft owners think that the new law requiring extensive inspections of older aircraft applies to the larger airline aircraft only, but not true! The new law will also affect on-demand air taxi operating under FAR Part 135. The FAA will have to implement rules in early 1992 addressing, in addition to age, hours of total operation, cycles, etc.

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FAA to Expunge Records of Violation: FAA Administrator James Busey has announced a new policy whereby the FAA will expunge records of old certificate suspensions and civil penalties. After five years, the FAA will now destroy records of airman certificate suspensions and individual civil penalties. Certificate revocations will, of course, remain. In cases where there is no enforcement action, the records will be expunged after 90 days. The new policy applies only to individual FAA certificate holders and not to companies or holders of operating certificates. This new program will be well received by the entire aviation community. A BIG BOUQUET TO ADMIRAL BUSEY AND THE FAA. ♦



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Ester Coombs-Vance Memorial Scholarship offered

The Montana Chapter of the Ninety Nines has established a scholarship to aid financing a female student pilot's flight training.

The \$100 scholarship will be awarded at the 1992 Montana Aviation Conference at Bozeman. Applicants must be at least 16 years old, reside in Montana, and receive training in Montana.

Interested applicants must submit an essay of approximately 500 words stating the reasons for wanting to learn to fly, including where the interest began and plans for their private pilot certificate. In addition, applicants must include their plans for contributing to the growth and betterment of the Montana Ninety Nines.

Other application materials are required. For more information or to obtain an application call Tina Pomeroy at 222-6826, or write to her at 1214 West Crawford, Livingston, MT 59047, or write Gail Sanchez at 719 South 9th, Bozeman, MT 59715.

The deadline for submitting an application is January 31, 1992, so hurry and call for your application today. ♦

Van De Riet Flight Scholarship

January 31, 1992, is the deadline for applications for the \$200 Van De Riet Flight Scholarship. The scholarship will be presented during the 1992 Montana Aviation Conference in Bozeman.

The scholarship was established as a memorial to Jack Van De Riet by his wife, Ruth. It's used to help defray costs of flight instruction.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, and outlining outstanding achievements, future career goals and past aviation experience. Letters of application should be sent to: Montana Aeronautics Division, PO Box 5178, Helena, Montana 59604, or call Fred Hasskamp 444-2506 for more information.

This will be the last year for the Van De Riet Scholarship, which has been awarded for the past 10 years. ♦

Aeronautics Film/Video Tape Catalog

By: Fred Hasskamp, Chief
Safety and Education Bureau

A new Film Catalog was recently printed for use by the aviation community and for aviation education purposes in Montana schools. The Aeronautics Division currently has over 120 titles of video tapes (1/2" VHS) and 16mm movies from which to choose in its free loan library. The catalog can be very helpful to aviation groups or individuals making presentations to local service clubs, pilot groups, schools, and for any other group interested in promoting aviation and aviation safety.

If you or someone you know could use a new film library catalog please let us know and one will be provided. ♦

Calendar

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, TX.

Jan. 16 - 17, 1992 - 16th Annual Aerospace Education Symposium, USAF Academy, CO.

Feb. 7 - 9, 1992 - Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 27 - 29, 1992 - Montana Aviation Conference, Bozeman. ♦

All Pilots Urged to Register for 1992

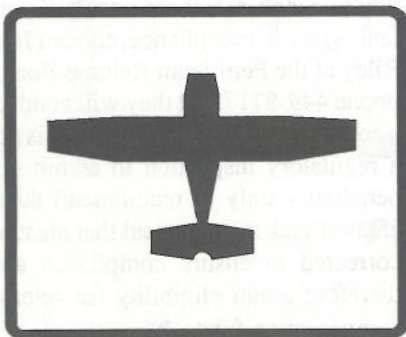
By: Fred Hasskamp, Chief
Safety and Education Bureau

Please be sure to register by filling out a 1992 Pilot Registration card. Some say, "Why register?" There are some very good reasons. 1) It is mandated by State law. 2) Pilot registration is the means by which pilots volunteer for air search which is the backbone of our SAR system. 3) Registered pilots receive mailings for the aviation conference, aviation safety programs, flight instructor refresher clinics, mountain search pilot clinic and so on.

As you are probably well aware, the Montana Aeronautics Division's purpose is to "foster and promote aviation and aviation safety in the State of Montana". We are funded on the same .01¢ per gallon aviation fuel tax that we received way back in 1945. With our current funding in mind it is important for all pilots to register each year and contribute in this small way to the programs and services offered the aviation community. A portion of the .01¢ fuel tax and the \$10 annual pilot registration fee (which includes a one-year subscription to Montana and the Sky) is a small price to pay for a nationally recognized statewide volunteer air search system as well as all of the other services the Division provides pilots.

If you did not receive a 1992 pilot registration card in the mail, FBOs usually have them available, or let us know and we will send one to you.

FLY SAFE! ♦



The American Association of State Highway and Transportation Officials (AASHTO) has approved the above symbol to be used on highway signs for non-carrier airports.

EPA Storm Water Reg Has New Deadlines

Reprinted by permission from National Association of State Aviation Officials (NASAO)

Several recent actions have taken place or are underway that will impact the storm water permit regulations put in place earlier this year by the U.S. Environmental Protection Agency. The regulations require that a storm water discharge permit be issued to "industrial facilities," defined as including airports with commercial activities. Permits may be issued as a result of general, individual or group applications.

On November 5, the EPA published a final rule that extended the deadline for submission of individual storm water permit applications. The original deadline was to expire on November 18, 1991, but has now been extended to October 1, 1992 by the final rule. The final rule also established October 1, 1992 as the deadline for airport and other industrial facilities to be covered by an individual permit, a group permit or a general permit.

(Editors Note: Montana and the Sky, May 1991, carried an article titled "Storm Water Discharge Rule". It explained that in Montana, the EPA representative has advised that group permits will not be used, only individual and general permits (as a group). Additionally, it described that most Montana general aviation airports will be exempt - this possibility determined by analysis of questionnaires returned by airport managers to the Montana Department of Health and Environmental Sciences, Walter Quality Bureau).

EPA also issued a November 5 notice of proposed rulemaking (NPRM) which requests public comments on extending the deadline for submitting Part 2 of group applications for the storm water permit. Part 1 of group applications were to be filed by September 30, 1991. The current deadline for Part 2 filings is May 18, 1992, but the agency is considering a deadline extension to October 1, 1992. NASAO intends to submit comments in support of the extension to allow States and airports additional time to gather sampling data or to consider which application is most appropriate (or none at all, i.e., exempt).

Congressional language may also have a beneficial impact for airports. The Senate version of the surface transportation reauthorization bill would establish a new deadline for the submission of Part 1 of the group application process for certain airports. As written, airports owned by municipalities with a population of under 100,000 would be able to submit Part 1 of a group application until May 18, 1992. The House version of the highway bill does not address the storm water permit process. NASAO has written to House and Senate leaders in support of the language, suggesting at the same time that all non-air carrier airports be given the same opportunity regardless of type of airport sponsorship or size of the municipality. NASAO is concerned that thousands of affected airports have not had the time to properly determine, or budget for, the correct course of action. EPA reports that only 1,772 airports have been covered in 26 group applications filed before the September deadline. At press time, House and Senate conferees had just begun meeting to determine the final version of the bill. ♦

Underground Storage Tanks and Financial Responsibility

By: Redge Meierhenry,
Aviation Representative
Airport/Airways Bureau

Although the Environmental Protection Agency (EPA) is expected to release an extension of the October 1991 deadline to December 31, 1993, for underground tank owners to comply with financial responsibility requirements, this will not affect Montana tank owners.

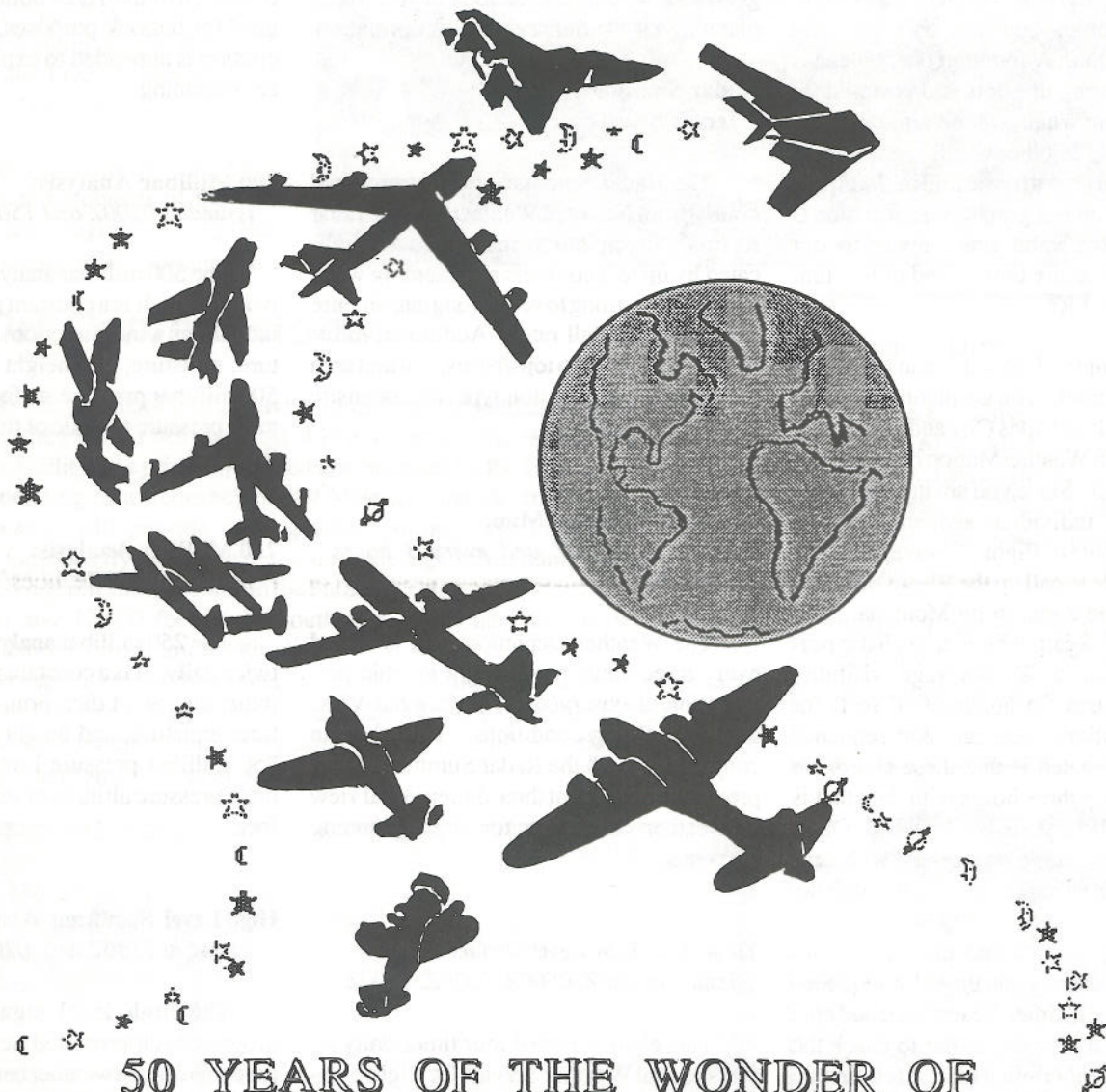
Jean Riley of the Petroleum Release Compensation Board in Helena has advised that Montana's rules in applying the federal EPA requirements have not changed. Thus, the change in the federal deadline mentioned in the previous article does not apply to Montana tank owners. The reason for the lack of applicability of the new federal deadline to Montana tank owners is that Montana has created an assurance fund, which is strictly for use by underground storage tank owners for cleanup costs in the event of an accidental petroleum release. The Petroleum Release Compensation Board administers this fund.

It is assumed that all tank owners are in compliance with the various deadlines and are therefore eligible for these funds to pay for cleanup costs. If you as a tank owner are unsure if your tank(s) are in compliance, contact Jean Riley at the Petroleum Release Board, phone 449-8717 and they will conduct a compliance check. This check is not a regulatory inspection to administer penalties - only to recommend those areas of tank management that must be corrected to ensure compliance and therefore attain eligibility for release compensation funds. ♦



Happy Holidays

1992
MONTANA
AVIATION CONFERENCE



50 YEARS OF THE WONDER OF
AVIATION

February 27 – 29, 1992
The Grantree and Holiday Inns
Bozeman, Montana

Make Plans to Attend Now!!!

Look For Valid times

By: Redge Meierhenry
Aviation Representative
Airport/ Airways Bureau

More and more pilots are getting their own weather briefings via DUATS or Montana Aeronautics Division own Pan Am WeatherMation. A common phenomena is emerging among us pilots and is similar to tunnel vision when we obtain our own weather brief. In other words, we forget or don't take the time to ensure all of the alpha-numeric text and/or graphics information is current or that valid times apply to our estimated departure time. Kind of like tunnel vision isn't it?

An example of how this can catch you off-guard follows. You are planning a flight from Missoula to Miles City and you dial up either Pan Am WeatherMation or DUAT for your self-brief. Since you are in a hurry you skip getting individual sequence reports along your route of flight. To save time, you instead decide to call up the Weather Depiction Chart and zoom in on Montana. You assume since weather depiction charts portray precipitation, sky coverage, visibility and cloud bases (in hundreds of feet) for reporting stations, you can skip sequence reports. The catch is that these charts are prepared every three hours with data that is **AT A MINIMUM 1 1/3 HOURS OLD**. Obviously, one could be working with very old data when a front is passing through the area.

I would suspect that most pilots are aware of and check issue times for sequence reports and valid times for terminal and area forecasts. But also remember to check the headers for area/terminal forecasts to ensure the date issued, and not just the valid times are current.

Below is a listing of all graphics weather products available through Montana's Pan Am WeatherMation either at the terminal in Helena or by calling the modem access number. Note that if you do not have Pan Ams Weather Modem+ software, then you will not be able to receive graphics - only alpha-numeric text. Approximate issue times to the nearest half hour are noted for each

product along with a brief description. A good idea would be to include in your flight planning kit a summary of this information.

Radar Summary: *issued hourly*

The Radar Summary map is prepared hourly from National Weather Service radar reports. Precipitation intensities are indicated by up to 3 contours representing weak to moderate, strong to very strong, and intense to extreme rainfall rates. Additional information such as echo tops/bases, cell and area movement, precipitation type, and intensity trend are depicted.

Weather Depiction Map: *issued at 0200Z and every 3 hours thereafter*

The Weather Depiction map is issued every three hours providing a graphic presentation of observed IFR, Marginal VFR, and VFR flying conditions. This chart in conjunction with the Radar Summary Chart provides an excellent three dimensional view of weather conditions for flight planning purposes.

12/24 Hour Low Level Surface Prog: *issued at 000Z, 0600Z, 1000Z, 1800Z*

This chart is issued four times daily by the National Weather Service for flight planning depicting weather conditions from surface to 400 millibars or approximately 24,000 feet. The two panels on the left represent a 12 hour forecast of surface weather systems, turbulence and icing, and areas of IFR/MVFR conditions. Precipitation areas that are shaded denote one half or more coverage.

36/48 Hour Prog Chart: *issued at 0730Z and 1900Z*

The 36/48 hour prog chart provides an extension of the 12/24 hour chart and can be used for outlook purposes. A forecast discussion is appended to explain the forecasters reasoning.

500 Millibar Analysis: *issued at 0300Z and 1500Z*

The 500 millibar analysis is transmitted twice daily. It is a constant pressure analysis indicating wind direction, speed, temperature, moisture, and height in meters of the 500 millibar pressure surface. The approximate pressure altitude of this chart is 18,000 feet.

250 Millibar Analysis: *issued at 0400Z and 1500Z*

The 250 millibar analysis is transmitted twice daily. It is a constant pressure analysis indicating wind direction, speed, temperature, moisture, and height in meters of the 250 millibar pressure level. The approximate pressure altitude of this chart is 34,000 feet.

High Level Significant Weather Prognosis: *issued at 1330Z and 0200Z*

The high level significant weather prognosis is transmitted twice daily. It forecasts significant weather between flight level 24,000 feet and 60,000 feet. It indicates areas of forecast thunderstorms and the maximum tops, jetstreams, areas of moderate or greater turbulence, bases, and tops of the turbulent area and the tropopause level.

NOTE: ISSUE TIMES ARE ROUNDED TO THE NEAREST HALF HOUR. ♦

Pilot Safety Meeting Held

A safety program was held November 20, 1991, at Bison Aviation in Helena. A standing room only crowd attended the session. The program consisted of presentations by: Pat Terry, Great Falls Flight Service Station; Jim Cooney, Accident Prevention Manager, Helena Flight Standards District Office; Ken Conrad, Accident Prevention Specialist, Helena Flight Standards District Office; and Fred Hasskamp, Montana Aeronautics Division.

The 42 pilots in attendance were able to fulfill one of the requirements of the Pilot Proficiency Award Program (Wings Program) by attending the safety seminar. ♦



New NDB Commissioned

Construction and installation of a Navigational Non-Directional Beacon (NDB) has been completed at the Flying Y Airport located 17 miles south of Livingston in the Paradise Valley. The new facility was privately funded and installed by the Paradise Valley Flying Service and is operating on a frequency of 304 MHz with the identifier of LVM.

The new beacon will provide radio guidance through the Paradise Valley with increased safety for pilots flying in the area. Due to the high surrounding mountains, VOR reception from Livingston and Bozeman in the Paradise Valley is limited to about 9,000 feet at the north end and 12,000 feet at the south end. This new facility now provides navigational guidance at much lower altitudes.

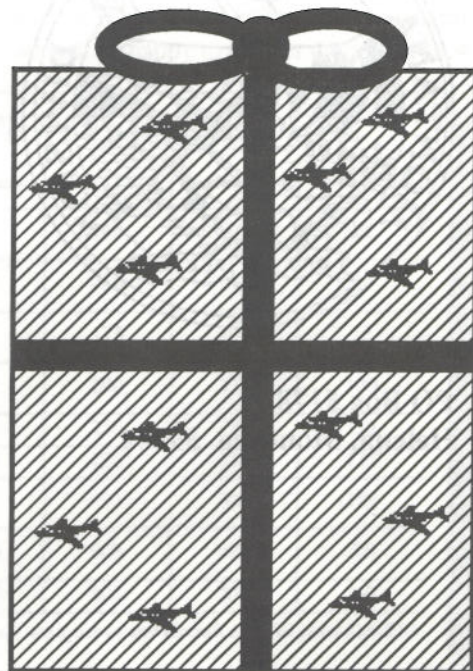
In addition to operations in the immediate Paradise Valley the NDB provides radio navigation into the Gardiner Airport. For those looking for that "something extra" night-out or unique dining experience Chico Hot Springs is only five miles south on a bearing of 180 degrees from the Flying Y Beacon. ♦



Airport Directory Changes

Anaconda: Activate Rwy 4/22 and Rwy 16/34 Medium Intensity Runway Lights (MIRL) on 122.8 now instead of 123.5. PAPI Rwy 4 and Rwy 16/34 also radio controlled - 122.8.

Baker: First 1000' of Rwy 31 is unusable due to severe heaves in the asphalt pavement. ♦



Merry Christmas



[Signature]

[Signature]

[Signature]

Barb

Mike R.

Patty

[Signature]

Debbie

Blaine

December 1991

Twenty-eight hundred copies of this public document were produced at an estimated cost of 39¢ each, for a total cost of \$1,093. This includes \$50 for production, \$415 for postage and \$628 for printing.



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